'भाषा' के कुछ अंकों को प्रकाशित करने में कुछ विलम्ब हुआ है। तथापि, अब अंकों को समय पर प्रकाशित किया जा रहा है।

(ii) यूनेस्को दूत (मासिक पत्रिका) :

यूनेस्को दूत नामक मासिक पत्रिका जो 'यूनेस्को कूरियर' का अनुवाद है, का प्रकाशन पेरिस से मूल अंग्रेजी रूपांतर भागों में देर से प्राप्त होने तथा इसको भारत सरकार प्रैस नासिक को, जो इस पत्रिका के मुद्रण के लिये उपयुक्त प्रैस है, भेजने के कारण सामान्य रूप से दो या तीन महीने का विलम्ब हो जाता है।

(iii) वार्षिकी (वार्षिक) और साहित्य मेला

(1) वार्षिकी

(i) 1982-83--मुद्रणाधीन है

(ii) 1984 --पांडुलिपि तैयार की जा रही है।

(2) साहित्य मेला

(i) भारतीय निबन्ध (1983-84)--प्रकाशित

(ii) भारतीय कविता (1984-85)--मुद्रणाधीन

(iii) भारतीय एकांकी (1984-85)--पाण्डुलिपि तैयार की जा रही है।

वार्षिकी के प्रकाशन में विभिन्न भाषाओं के लेखकों से लेख समय पर प्राप्त न होने से विलम्ब हो जाता है।

Cochin Madurai Highway

3033. SHRI V. GOPALSAMY:
SHRI L. GANESAN:

Will the Minister of TRANSPORT be pleased to state:

(a) whether Government have sanctioned any loan/funds to the Government of Kerala for improvement of the Cochin-Madurai Highway, if so, what is the amount sanctioned and what are other details thereof;

(b) what are the improvements planned and by when these improvements are expected to be carried out;

(c) what is the distance to be covered and the major areas which are likely to be benefited by these works; and

(d) whether Government propose to declare Cochin-Madurai Highway as national; if not, what are the reasons therefor?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL): (a) to (c) Since Cochin-Madurai Road is a State Road passing through the States of Kerala and Tamil Nadu, the respective State Governments are primarily responsible for its maintenance and improvements. With a view to assist financially, Government of India approved a loan assistance of Rs. 1.00 crore to the Government of Kerala for improvement of a part length of this road in Kerala under the Central Aid Programme of loan assistance for State Roads of Inter-State or Economic Importance during the Sixth Five Year Plan. A length of 153.5 kms. lies in Kerala. Out of this a part length of 26 kms. from Thiruvankulam to Movathupuzha is planned for improvements by way of improvements to geometrics, widening of the road and reconstruction of weak bridges as necessary. The important places connected by this section are Moovathupuzha, Puthencruez and Thirepunipuzha, Puthencruez and Thirripunithur. The improvements are proposed to be taken up after finalisation of the estimates and other formalities by the State Government.

(d) Due to financial constraints etc. it may not be possible to declare this road as a National Highway in the Seventh Plan period.

Madurai-Kottayam Line

3034. SHRI L. GANESAN:
SHRI V. GOPALSAMY:

Will the Minister of TRANSPORT be pleased to state:

(a) whether any survey is being conducted for the Madurai-Kottayam

broad gauge line; if so, what are the details thereof? and

(b) if not, what are the reasons therefor?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) No, Sir.

(b) Does not arise.

Increasing siltation in major Ports

3035. DR. SHYAM SUNDAR MOHAPATRA:
SHRI V. GOPALSAMY:

Will the Minister of TRANSPORT be pleased to state:

(a) whether Government are aware of the problems being faced by major ports particularly Paradip and Cochin due to increasing siltation of the channels;

(b) what is the depth of each port as on date and what is the requisite depth;

(c) whether it is a fact that the Dredging Corporation of India is unable to handle dredging problems of major ports in India; if so, what steps are being planned to solve the crisis;

(d) how many dredgers are presently working in each of these ports alongwith their capacity to remove silt; and

(e) whether any orders have been placed for more dredgers either with national shipyards or abroad; if so, what are the details thereof?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL): (a) Yes, Sir.

(b) Information is being collected and will be placed on the table of the House.

(c) The dredging capacity available presently with the Dredging Corporation of India is not adequate to meet the demands made on it. One trailer suction dredger of Dredging Corporation of India is due for delivery in April, 1986. Proposals exist for acquisition of four dredgers for Dredging Corporation of India and one for Cochin Port. One grab dredger each has been sanctioned for the Bombay and Madras Port.

(d) Information is being collected and will be placed on the table of the House.

(e) The Dredging Corporation of India has placed an order on IHC, Holland for a trailer suction dredger of 4500 cu. M. capacity and this is expected to be delivered in March, 1986. Tenders are under scrutiny in the Ports for placement of orders on indigenous yards for acquisition of the two grab dredgers sanctioned for Madras and Bombay Ports.

Resumption of Passengers Traffic between Madras-Singapore and Malaysia

3036. SHRI V. GOPALSAMY:
DR. SHYAM SUNDAR MOHAPATRA:

Will the Minister of TRANSPORT be pleased to refer to the reply to Unstarred Question 1171 given in the Rajya Sabha on the 27th March, 1985 and state:

(a) whether a final decision to resume passenger traffic between Madras-Singapore and Malavsia has been taken by the Shipping Corporation of India;

(b) if not, what are the reasons therefor; and

(c) if the reply to part (a) above be in the affirmative, by when it is likely to be resumed?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL): (a) and (b) A decision has been taken that Shipping Corporation of India Ltd. need not operate the passenger shipping service between Madras-Singapore and Malaysia, as it is not an economically viable proposition.

(c) Does not arise.